

ROOT NO STEP OUT, TAFT MAY STEP IN

President Will Lose His Secretary of War, Who Returns to Practice of Law.

MAY TAKE PART IN NEW YORK POLITICS

Resignation Believed To Be Already Written, but It Has Not Been Accepted.

MRS. ROOT VS. PRESIDENT

Wins Victory Over Mr. Roosevelt in Prevailing Upon Husband to Retire.

HERALD BUREAU, No. 31 FIFTH AVENUE, N. Y., WASHINGTON, D. C., Tuesday. Within two weeks President Roosevelt will lose his Secretary of War and the Cabinet one of its strongest members, unless Mr. Elihu Root can be prevailed upon to remain through another session of Congress.

Before sailing for London, on August 22, to attend the meeting of the Alaskan Boundary Commission, of which he is a member, Secretary Root will forward to the President at Oyster Bay his letter of resignation. Such a letter has been prepared, and one persistent report to-night is that it is already on the way. This, however, cannot be absolutely confirmed because Secretary Root maintains complete silence on the matter.

Mr. Root's resignation will not be acted upon until his return in the fall, and in the meantime the President will not cease in his efforts to prevail on the Secretary to remain in the Cabinet at least through the coming winter. Falling in this, the President will look about for a successor to Mr. Root, and on high authority it is learned to-night that William H. Taft can have the portfolio if he wishes it.

Secretary Root did not wish the definite news of his coming retirement to be made public before his departure for London. Not until the announcement of the fact induces him to discuss the matter.

For the next two weeks he will be engaged in daily conferences with officers of the general staff and the officials of the War Department regarding the work of the department in his absence. He will leave Washington next week for New York, sailing on Saturday, the 23d, for London, where, with Senator Lodge, of Massachusetts, and Senator Turner, of Washington, he will represent the Washington government on the Alaskan Boundary Commission.

Closing Up His Work. Upon the completion of this mission he will return here to prepare his farewell annual report as Secretary of War. With the submission of this paper to the President he expects his resignation to go into effect.

Business reasons have caused the Secretary to leave official life. His law practice in New York City has suffered severely since he entered the Cabinet, and President McKinley as the successor of Mr. Alger, in 1890. At the earnest solicitation of President Roosevelt upon the latter's accession Secretary Root consented to remain in the Cabinet until the more important problems before the department had been solved. With the Republic of Cuba on its feet, the insurrection of the Philippines at an end and the military supplanted by the civil authority in the archipelago, with the new military law put into effect and the creation of the general staff of the army, to all of which he has devoted his best ability and judgment, Mr. Root feels that his promise has been kept to the administration and that his duties to his family demand that he return to private life and renew the practice of his profession.

Taft the Logical Man.

Until Mr. Root's resignation has been formally accepted the President, it is said, will make no announcement as to his successor.

In the opinion of high officials of the administration Governor Taft is the logical Secretary of War when Mr. Root retires. It is pointed out that the probability for the next ten years the main problem before the department will be the government of the Philippine Islands. No man knows this problem more thoroughly than Governor Taft.

When President Roosevelt offered Governor Taft a seat on the Supreme Bench last spring, and he later declined, because he felt his mission in the Philippines was not completed, the President at the time declined to his friends his determination to retain him as Secretary of War. It is believed here that if Governor Taft enters the Cabinet as the successor of Secretary Root he will eventually be given a seat on the Supreme Bench, which has been the ambition of Governor Taft since he was a student at Yale.

Some of the more ambitious friends of Governor Taft declare that he will be the logical successor of President Roosevelt when the latter completes his second term in 1908.

What plans Secretary Root has for the future can only be speculated upon. There are those in the republican party, however, who believe him too valuable a man to lose from public life, and his friends have said more than once that they hope to prevail upon him later to take an active part in the political life of New York. Mr. Root was asked last winter whether it was true that he would like to be Governor of New York. His brief reply was:—

"I would rather be that than head of the State penitentiary."

Only the Secretary knows the full meaning of his remark.

MRS. ROOT WON; PRESIDENT LOST

Resignation of the Secretary Was Desired by the Former and Opposed by the Latter.

[SPECIAL DESPATCH TO THE HERALD.] OYSTER BAY, N. Y., Tuesday.—It is evident at Sagamore Hill that Secretary Root will be permitted to return to private life as soon as the Alaskan Boundary Commission finishes its work.

It has been a struggle between Mrs. Root and the President, and Mrs. Root has won.

There will be a new Secretary of War in about five months, and his name will be William H. Taft.

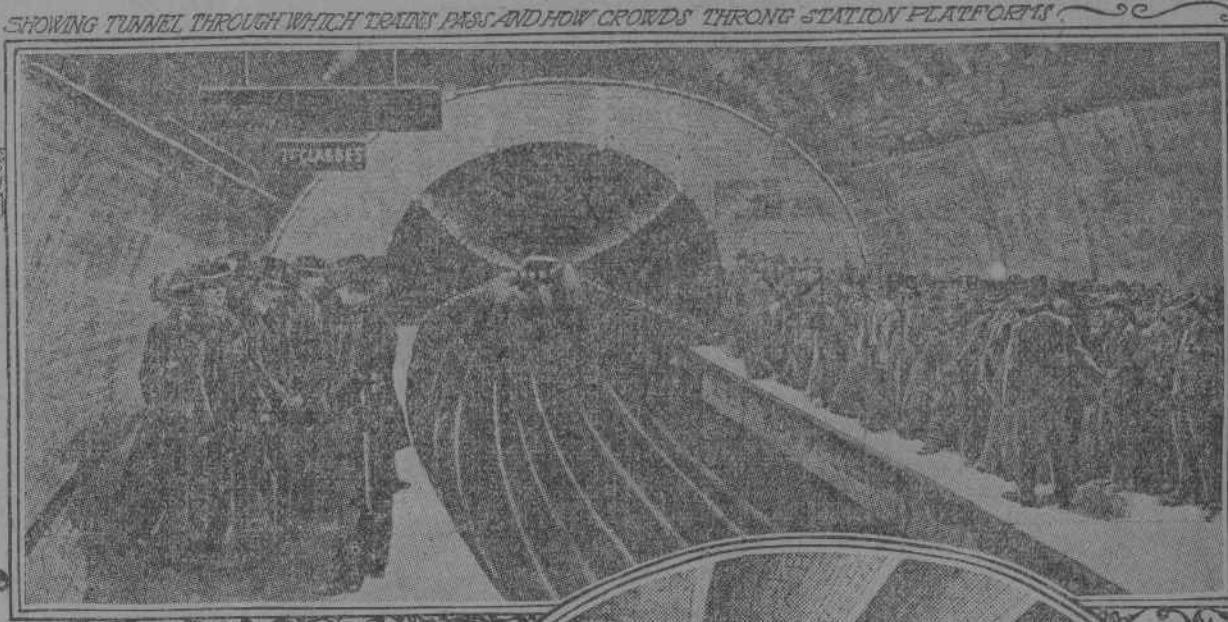
Mrs. Root has been desirous for a year and a half that her husband should return to the practice of law. He made considerable sacrifice when he left the practice to enter the Cabinet in 1898, for he had to practically abandon his law practice. Mr. Root is not a wealthy man and he has a family. Mrs. Root was never fond of Washington society and she felt that her husband should follow his profession for a few years before retiring.

PARIS HORROR STRICKEN BY TUNNEL DISASTER IN WHICH EIGHTY-FOUR LIVES WERE LOST OWING TO CARELESSNESS

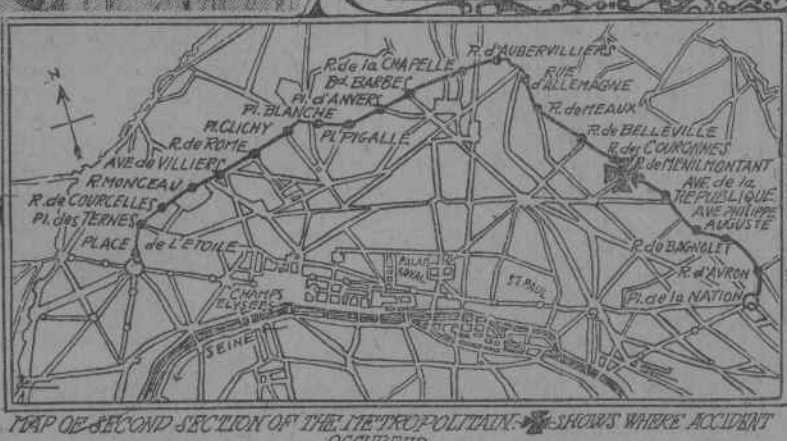
VIEWS OF THE TUNNEL AND THE STAIRWAYS OF THE PARIS METROPOLITAN WHERE EIGHTY-FOUR PERSONS LOST THEIR LIVES



INTERIOR OF FIRST CLASS CARriage



SHOWING TUNNEL THROUGH WHICH TRAIN PASSED AND HOW CROWDS THROUG STATION PLATFORMS



MAP OF SECOND SECTION OF THE METROPOLITAIN—SHOWS WHERE ACCIDENT OCCURRED



STATION SHOWING STAIRS TOWARD WHICH PASSENGERS GROPE IN THE DARKNESS FROM ILLUSTRATION

DR. CATE FOUND, ALL MEMORY LOST

Lakewood Physician, Long Missing, Denies His Own Name and His Identity.

SAYS HE WAS STRUCK

Dim, Like a Dream, Is His Recollection of Wanderings in the West.

HIS OWN SON FORGOTTEN

Mysterious Patron of a Poughkeepsie Hotel Identified by Relatives, Whom He Does Not Recognize.

[SPECIAL DESPATCH TO THE HERALD.] Poughkeepsie, N. Y., Tuesday.—The man who has been at the Morgan House since Saturday registered as "G. Foster, New York," was identified this evening as Dr. Henry H. Cate, proprietor of a sanitarium in Lakewood, N. J., who has been missing since last April. He was identified by his sister-in-law, Mrs. John G. Wilkinson, and her husband, of Newburg. They recognized him at once, but he does not know them and still insists that he is unable to remember his name, residence or anything about himself.

He left Lakewood and went to New York with more than \$2,000 to pay a bill. He stopped at the Hotel Albert in New York. In the evening he went out, and that was the last his relatives and friends have heard of him until to-day. His pocket-book, with his card and some papers in it, was found in an incomplete building in New York a few days after his disappearance. Since then his friends have followed every possible clue and looked at many unidentified bodies.

The First Real Clue.

Dr. Cate's friend, S. S. Taylor, of Lakewood, to-day read in a New York paper a description of the patron at the Morgan House, who said he had lost his mind. He notified John G. Wilkinson, of Newburg, whose wife's sister was married to Dr. Cate, and Mr. and Mrs. Wilkinson came to Poughkeepsie and identified the man at the Morgan House. He treated them as strangers, and when Mrs. Wilkinson addressed him, as had always been her custom, by his first name, he did not seem to like it. He said that he did not remember ever having seen them before, yet he talked with them cordially.

They recalled all his old associations, but could not get him to say that he remembered any more than he did before they came. They called him by his full name, but he said he did not recognize it. He did not know the name Lakewood, he said, yet he readily wrote "Poughkeepsie" and spelled it correctly. He seems to remember everybody he has seen since he arrived here on Saturday, and his mind is perfectly clear on all the events of the last three days.

"I do not remember very much back of my arriving here," he said. "I can remember St. Louis and Kansas City and have been in a great many places. The names of which I cannot remember. I can recall some scenes very distinctly, and it seems as if my mind had been a blank for a long period. I believe that somewhere I was struck on the head, but I cannot remember where. So far as I can remember, I have had money ever since I started wandering, but I don't know how much. I cannot remember any of the things that are said to have happened to me in New York, or since I disappeared as you say I did."

When the doctor left he complained of a severe headache, but as he was subject to such attacks not much attention was paid to it at the time. He expected to return the following day. Although the doctor was seen in Norfolk, Va., a few days after followed up and nothing definite was ever heard from him until to-day.

Cannot Remember Son.

Dr. Cate's wife died five years ago. He says he has no recollection of his wife or son. Mr. Wilkinson says that he knows of no trouble, domestic or financial, that Dr. Cate has ever had. He never knew him to drink or have any evil habits, no declared, and there is no trace of dissipation in his appearance. He will be taken to Mr. Wilkinson's home in Newburg to-morrow.

Dr. Powell, of this place, thinks that he will gradually regain his memory by association with friends of Dr. H. J. Cate, who formerly conducted a sanitarium.

All there is to know, up to date, about Dr. Cate's efforts to live the City. You will want a copy of next Saturday's EVENING TELEGRAM special supplement to take to the race with you on Thursday.

AUTOMOBILIST DROWNS IN CANAL

Henry F. Spaulding, of Buffalo, the Victim, and Wife Almost Shared His Fate.

HAD A DRAFT FOR \$5,000

Victim of Accident Entangled in a Rope That Had Been Thrown to Save Him.

PORT PLAIN, N. Y., Tuesday.—Henry F. Spaulding, thirty-one years old, formerly head of the Spaulding Automobile Company, which failed in Buffalo six months ago, rode to his death four miles east of this village this afternoon.

He was on the lowpath of the Erie Canal. Owing to the muddy condition of the path, and while turning out for a line-man's team, his automobile swerved more than he intended and man and machine plunged into the water. Two line-men rushed to aid Spaulding, but in their excitement they let go of a rope, one end of which they had thrown to the drowning man.

One of them then hastened to Spraker, a hamlet near by, for assistance, but by the time help arrived Spaulding had gone down for the last time. Search for the body began immediately and the man's coat, which was presumably on the seat when the accident occurred, was soon after found. There were papers, letters, &c., that positively identified him. Later the body was recovered, badly entangled in the rope which had been thrown to him. The machine, uninjured and with the brakes set, was also recovered.

Besides the other papers in Spaulding's pockets was a draft for \$5,000, payable to his order. He was en route to Buffalo and met with an accident one week ago to-day that kept him in Amsterdam for repairs until this afternoon. Meantime his traveling companions, his wife and her mother, had gone on to Syracuse, where they were waiting to continue the journey with him. The body and the automobile were taken to Canajoharie and placed in charge of Coroner Vickers, and relatives at various points were notified.

Spaulding, in a conversation yesterday, said he had driven 6,000 miles in automobiles. On account of the bad condition of the roads hereabouts Spaulding was advised to ship his automobile to Syracuse. He replied that he considered himself equal to the difficulties before him and continued the journey.

Spaulding Was Experimenting with a New Gasoline Machine.

[SPECIAL DESPATCH TO THE HERALD.] BUFFALO, N. Y., Tuesday.—Henry F. Spaulding has been experimenting with a new style of gasoline motor and two weeks ago he went to New York to get capital. As he had a \$5,000 draft in his pocket, he evidently succeeded in his efforts. He leaves a wife and child, living in Elmwood avenue. His father was formerly at the head of the Spaulding Screw Machine Works, of this city. He is believed to have once lived in South Orange, N. J.

WENT ROWING; MISSING

Empty Boat on Canada Lake Only Clew to Mystery of a Young Couple's Disappearance.

GLOVERSVILLE, N. Y., Tuesday.—There is much speculation at Canada Lake, an Adirondack summer resort, twenty miles north of this city, as to the whereabouts of George H. Evans, of Johnstown, and Miss Florence Brown, of New York.

They left Fulton's boat Monday morning in a rowboat to search for pond lilies. Later in the day their boat was found afloat in the lake with one man missing. In the boat was the young woman's sash and a man's sweater. Up to a late hour to-night no trace had been found of the missing couple.

Mr. Evans is a member of a prominent Johnstown family and Miss Brown came to Canada Lake from Newark with her sister, Mrs. Belting.

Women's Names Cannot Be Found in the City Directory. The name of neither Miss Brown nor Mrs. Belting is contained in the New York City Directory.

'MONTE CRISTO'S' BANQUET AT SEA

Wealthy Enlisted Man of the Navy Entertains His Comrades on the U. S. S. Culgoa.

GOLD DECORATED CARDS

Mousse and Macaroons, Croutons and Croquettes and Other Delicacies Unfamiliar to Jackies.

From Frenchman's Bay to the New York Navy Yard there came yesterday detailed accounts of a unique dinner given on the high seas to the enlisted men aboard the United States ship Culgoa, on Sunday last, by Steward J. F. McFarlan, the "Captain Monte Cristo" of enlisted sailors.

McFarlan, the Sir Bountiful of the ocean, enlisted six months ago, preferring, as he said, to serve his country as a jackie rather than go into business for himself. He was reported to be wealthy in his own right, and the sailors dubbed him "Captain Monte Cristo."

While he was stationed at the New York yard, six days in the week he dined on the humble fare of "Binnacle Bill," but on the seventh he dined in the Waldorf. Astoria. His nearest relatives are wealthy residents of Webster, N. Y.

Recently "Captain Monte Cristo" was steward of the Culgoa. To celebrate his twenty-fourth birthday he gave the dinner. Elaborate and embossed menu cards were printed in letters of gold. A picture of the ship headed the list of edibles, and the back of each card were the names of all McFarlan's enlisted comrades. This is what the bold sailor men "fell to," and the officers ate humble fare in the ward room.

Nearly two hundred hungry men—enlisted men—were gathered in the ward room to-day to dine on the "banquet" bill. McFarlan presided. The old salts were dumfounded at the menu.

"Say, 'Bill,'" said "Spar" Tavish, "what in the regulations is mousse?" "Of dummo, go easy on the new fangled things 'Spar'."

"Ah! here's the grog," shouted another. "The band insisted on serenading 'Captain Monte Cristo' while a score of comrades did a hornpipe on the tables. Never did sailors dine so well before."

R. C. VANDERBILT OLD RECORDS MARRIAGE HEYBURN ROMANCE

His Forty Trunks and Place Values.

STALK, UNWELCOME, AT THE ALTAR.

FIRST DECLARATION REFUSED HINTS OF PROSECUTION

Inspectors Go Through Everything, While Bridegroom Loses Patience, but at Last Becomes Calm.

[SPECIAL DESPATCH TO THE HERALD.] BOSTON, Mass., Tuesday.—After the customs officials had refused to accept the declaration of Reginald C. Vanderbilt, who returned from a three months' wedding tour, and inspectors had spent two hours in searching the forty trunks brought in by the bride couple, he finally paid \$8,000 duty and departed.

What Mr. Vanderbilt's original declaration was is not known, but he finally paid on \$15,000 of highly dutiable foreign purchases, in which was \$10,000 in jewels bought for his bride and gifts for relatives. The largest amount previously paid was \$3,500, by Larz Anderson.

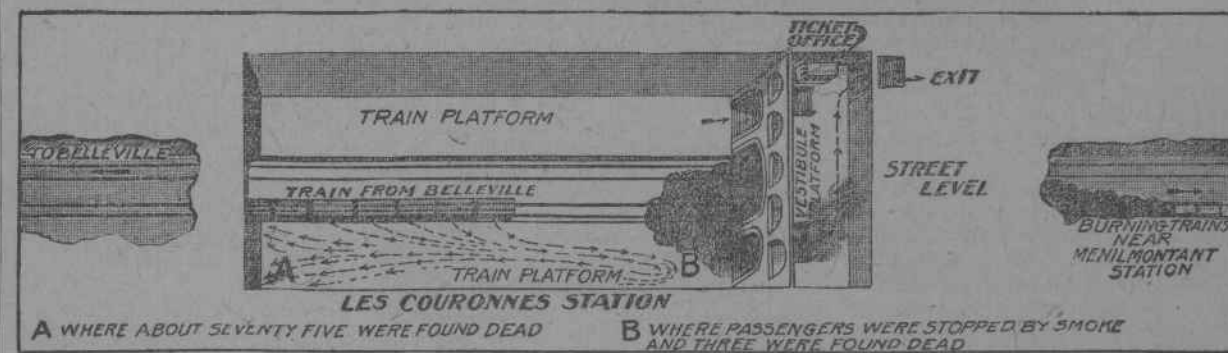
Mr. Vanderbilt showed not the slightest sign of annoyance as he handed out eight \$1,000 bills in exchange for permission to return home with his forty trunks and their contents. That his declaration, presumably for a less amount, had not been accepted, and that the contents were overhauled by the inspectors, evidently upon the millionaire bridegroom at first. But when, two hours later, it came to settling the bill, he was the picture of outward calm.

He is said to have vowed he would never again return to America by way of this port, that he never had been so treated in New York. Two hours' delay and the upheaval of his goods and chattels evidently worried him more than the separation of \$8,000 from his cash on hand.

Mrs. Vanderbilt closely watched the work of the officials.

Engraved Alphabet on Pin Head. William Miller, of No. 41 Lexington avenue, Jersey City, who is employed as an engraver by a jewelry firm in Manhattan, has engraved the alphabet on the head of an ordinary pin. To the naked eye the pin looks as if only a scratch had been made on the head, but when a microscope is used the twenty-six letters are plainly discernible.

How and Where the Paris Disaster Occurred



Accurately represented by means of a system of cable transmission that enables the reproduction on this side of a drawing made on the other side of the Atlantic.

By means of the above diagram the Herald is able to accurately illustrate the manner in which the victims of the disaster in the Paris Métropolitain lost their lives. The method of transmitting the information to produce the result is interesting. In the Paris office of the Herald and in the New York office copies of a large rectangular chart are kept, the area of which is divided into minute squares, each designated by a number.

In the Paris office the horizontal plan of the station of Les Couronnes was drawn upon one of these charts. The position of the ill-fated train was indicated, the direction in which the passengers ran to escape, the place where they fell like flies to die of suffocation and the various details of the station were faithfully drawn. This done, a description was cabled New York, the numerical designation of each of the squares on the chart touched by the lines of the drawing, being given. From this cabled description and a similar chart, a reproduction of the outlines of the station and the details of the disaster was made in the New York office, as seen above.

Briefly described, the disaster occurred as follows:—Train No. 48 came into Les Couronnes station from Belleville station. When passengers realized the danger the light was extinguished and a panic began. The passengers rushed frantically in direction of the exit stairway, which was toward the burning train. But dense smoke coming down the tunnel from the direction of Menilmontant, drove the majority back. They rushed to the other end of the station platform, hoping to find exit, but the lower end of the station contains no stairway, and the crowd rushed blindly in the darkness against the wall, where no less than seventy-five corpses were found heaped up in the corner of the platform.

Two Empty Trains on Metropolitan Catch Fire and Smoke and Fumes Fill Tunnel, Suffocating the Passengers of Third Train.

THROWN INTO PANIC; DIE IN DARKNESS

Rushing from Train at Les Couronnes Smoke Drives Them Away from Only Exit.

SEVENTY-FIVE DIE, HUDDLED IN CORNER

Stairways Blocked by Passengers from Other Trains Clamoring for Return of Fares.

HEAT PREVENTS RESCUE WORK

Director of Road Says Disaster Due to Motorman's Disregard of Rules.

DISASTER NOT POSSIBLE HERE

Cars in New York's Subway Are To Be Made Fireproof—No Americans on the Trains.

[SPECIAL CABLE TO THE HERALD.] HERALD BUREAU, No. 49 AVENUE DE L'OPERA, PARIS, Tuesday.

The Herald's European edition published the following:—Paris is appalled. That is the only word that can describe the feeling produced among the population by the terrible catastrophe that happened on Monday night.

By some who effected escape it was said that many bodies were lying on a platform, but this report was regarded as the outcome of excitement. When, however, access was obtained to the stations it was discovered that instead of the horrors having been magnified they had been rather minimized, for no fewer than eighty-four persons were then found to have forfeited their lives.

About half-past seven o'clock at night two trains travelling on the No. 2 line of the Metropolitan Underground Railway, running from the Etoile to the Place de la Nation along the exterior boulevards, caught fire. They were each composed of eight carriages crowded with passengers, but these managed to escape.

Then a third train came along and dashed into the smoke. In endeavoring to escape more than four score people were suffocated.

The portion of the underground line extending from Père la Chaise to Belleville comprises two intermediate stations, Menilmontant and Les Couronnes. Train No. 43, consisting of eight carriages, coming from the Porte Dauphine and going toward the Place de la Nation, stopped at the Boulevard Barbes, owing to a slight accident to a motor, and the passengers alighted.

Trains Catch Fire.

Then No. 52 arrived. Its passengers were also landed. The two trains were then coupled and No. 52 pushed No. 53 along the line toward the workshops.

No stoppages were made at La Chapelle-Aubervilliers, Combat and Belleville, but at Les Couronnes the driver slowed down slightly.

The station master there noticed small jets of flames issuing from beneath the carriages and catching the bottoms of the doors. He shouted to the driver, "Stop! You will not have time to reach your destination!"

"No," answered the driver, "we shall get there all right."

The two trains then proceeded into the tunnel, the officials shutting the doors. Suddenly, as the first carriage was drawing into Menilmontant station, a violent explosion occurred. A blue flame rose between the carriage containing the motor and the next one. In a few minutes the whole sixteen carriages were a sheet of fire. The officials jumped on to the rails and fled toward the station. They were just in time, as the flames had already reached the roof and walls of the tunnel.

The electric wires were fizzling and the tunnel, except for the flames from the burning vehicles, was in darkness.

Thick smoke began to enter Menilmontant station and also roll toward Les Couronnes.

While the two trains were burning, a train approached from the Père la Chaise station. The officials at Menilmontant warned the driver of the danger and he at once reversed his direction and went back as quickly as possible, thus escaping with all the passengers.

Pinned In.

Meanwhile another train, No. 48, came up from Belleville behind the burning trains and stopped at Les Couronnes just as the smoke began to enter the station from the tunnel.

Then the catastrophe happened. On seeing the smoke the passengers jumped on the departure platform for the direction of Menilmontant and tried to make their way to the staircase at the end. They were driven back by smoke toward the other end of the platform, where there is a white brick wall. There they crowded together, and there, later, seventy-five bodies were found in a heap. Two passengers tried to escape by a little stairway leading down from the side of the brick wall on to the line. They soon fell on the rails in a state of apoplexy, and their bodies were found there yesterday. Three others perished while endeavoring to escape by the tunnel at the staircase end.

(CONTINUED ON PAGE FOUR.)